

# Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,658 號三十五百六千六萬壹第 日九十月七年三統宣 HONGKONG, MONDAY, SEPTEMBER 11TH, 1911. 一拜禮 號一十月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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By Robert W. Service "The Trail of the Ninety-Eight"  
By Eleanor M. Ingram "The Game and the Candle"  
By Thomas Cobb "The Choice of Theodora" [a26]

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Table D'Hôte at separate tables.  
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MANAGER.  
Hongkong, 24th July, 1905. [a567]

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**TELEPHONE No. 197.**  
**TELEGRAPHIC ADDRESS "COMFORT,"**  
Hongkong.  
Hongkong, 1st September, 1910. [a43]

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Fine View of the Harbour.  
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Hongkong, 4th December, 1907. [a52]

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Hongkong, 8th September, 1911. [1092]



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dressed to the Editor, not for publication  
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All letters for publication should be  
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No anonymously signed communications  
that have already appeared in other papers  
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HONGKONG OFFICE: 10A, DES VEXES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, SEPTEMBER 11TH, 1911.

Among those who read the news now daily  
coming over the cables concerning the  
staggering developments in France and  
Belgium, arising out of the abnormally high  
price of food, few, perhaps, are aware that  
we have at our own doors a problem of the  
same kind in the making. Owing to floods  
and famine and the failure of crops in  
Kwangtung, the Yangtze provinces and  
Siam (Hongkong and South China's chief  
source of supply) the staple food of the  
people has risen in price during the past  
month to an extent which is creating a good  
deal of alarm in the Colony. Rice, which  
could have been bought a month ago at  
\$5.50 per picul, to-day costs \$10.50, and the  
tendency of the market is still upward. So  
far as we can learn, stocks are fairly large  
in Hongkong, and merchants who are  
persuaded that prices will soar much above  
the present height are exerting themselves to  
purchase all the rice they can. For the poor  
consumer, the position is bad enough  
already, but there is every prospect of it  
becoming much worse, especially if the  
market is "cornered," here, as it appears to  
have been cornered in Japan. We commented  
a week or so ago on the efforts which the  
Government of Japan had been making to  
cope with the situation, and we are asked  
whether it is not possible for the Govern-  
ment in Hongkong to take early measures to  
prevent the price of rice here becoming

absolutely prohibitive to the great mass of  
the Chinese population of the Colony. We  
confess we are unable to see what course is  
open to the Government. In Japan allevia-  
tion of the position was first sought by  
a temporary reduction in the import duty, but  
it did not affect the situation to any appreci-  
able extent. Seeing that the Japanese Govern-  
ment took the further step of suspending  
forward transactions on the Rice Exchanges  
thereby hoping to cause speculators to dis-  
pose of their large stocks. Whether or not  
this proves effective remains to be seen;  
but even so it does not necessarily follow  
that there will be a return to normal prices.  
However, neither of these expedients is open  
to the Government in Hongkong, but if  
powerless to control the situation, we have  
no doubt that the Government will give all  
practicable support to efforts which may be  
made by philanthropic or commercial  
organisations in the Colony to avert the  
threatened rice famine. In this connection,  
we understand that Messrs. Tse Tsan Tai  
and Tam Mui Kiu have written to the Tung  
Wa Hospital, the Chinese Commercial Union  
and the Pat Yip Fungine Relief Society  
urging them to convene a meeting for the  
purpose of considering the situation, and  
devising ways and means for coping with  
the serious situation which this Colony and  
South China generally will shortly have  
to face. It is a timely suggestion,  
which should be acted upon without  
delay, because it is generally recognised  
that prices are destined to go far  
beyond the present abnormally high quota-  
tions. We trust, however, that the develop-  
ments in this part of the world will bear  
no resemblance to the ugly features of the  
situation in France and Belgium which has  
arisen out of a sudden enhancement in the  
price of the people's staple foods. "Dear  
food riots," however, are not unknown in  
China, and a knowledge of this fact should  
prompt the authorities everywhere to take  
time by the forelock and find ways and  
means of meeting a situation that threatens  
to become intolerable to starving men. Two  
or three small disturbances of this kind  
occurred last week at Shanghai. The position  
in the North appears worse than in the  
South. We learn from the N. O. Daily News  
that while there is enough for immediate  
consumption, the outlook for the future is  
grave. The Chinese Chamber of Commerce  
at Shanghai has held a meeting upon the  
subject, and it is understood that the mem-  
bers have decided to borrow Tls. 400,000  
from the Taching Bank, through the  
Governor at Soochow, to purchase rice for  
sale locally, and also to ask Peking to  
remove the embargo against the export of  
rice from Kiangsu ports. The rice would  
have to be obtained from Hongkong and  
Siam. A telegraphic inquiry elicited from  
Hongkong a reply to the effect that 10,000  
piculs are available, and that a similar quanti-  
ty might be obtained from Siam. There is  
widespread distress caused by the floods in  
the Yangtze Valley and extensive damage  
has been done to the rice crops in the  
neighbourhood of Foochow and Swatow.  
The demand from China and Japan is there-  
fore likely to be greatly in excess of the  
supply, and if the situation becomes ag-  
gravated by speculation—a by no means  
unlikely event—the problem will become  
very serious indeed.

The recent floods in the neighbourhood of  
Swatow are stated to have caused great loss of  
life.

Mr. James Johnstone has been appointed a  
surveyor of boilers of unlicensed steamships  
under 50 tons burden in Hongkong.

New regulations for the maintenance of good  
order and the preservation of property in King's  
Park, Kowloon, are published in the current  
issue of the Gazette.

The Gazette publishes conditions of the licence  
to store 30 gallons of petrol for the use of motor  
cars in the ground floor and backyard of a  
domestic building.

The new form of certificate of foreign process  
made by his Honour the Chief Justice under  
the Code of Civil Procedure is published in the  
current issue of the Gazette.

While a woman residing at 85, Queen's  
Road East was bathing, she left her earrings  
and ear drops on the window sill. On going to  
pick them up after her ablutions she found that  
they had disappeared.

It is notified in the Gazette that typhoon  
warnings will in future be displayed from the  
masthead of the storm signal mast on Signal  
Hill, Kowloon Point, instead of on the  
flagstaff in front of the Water Police Station.

At to-morrow's meeting of the Sanitary  
Board the President will submit a minute re-  
lative to the burial of infectious corpses, and  
another minute will be submitted by the  
Colonial Veterinary Surgeon relative to an out-  
break of rinderpest at the Kennedy Town Cattle  
depot.

Mr. A. E. Wright, executive engineer, has  
been deputed by His Excellency the Govern-  
or-in-Council to act on behalf of the Building  
Authority in all cases referred to in sections  
205, 206, 207, 207A of the Building Ordinance,  
1903-1909, in connection with dangerous  
buildings.

An extract of meteorological observations  
made at the Hongkong Observatory during the  
month of August shows that the average  
maximum temperature for that period was  
85.2, the mean 81.9 and the minimum 78.4  
degrees. A total of 30.060 inches of rain fell,  
and we had 191.5 hours of sunshine.

It is announced in the orders by Major-  
General C. A. Anderson, C.B., Commanding  
the Troops in South China, that the rate of the  
dollar for the quarter commencing 1st October,  
1911, has been fixed by the Treasury at 16.94 (one  
shilling and ninepence) for all payments fixed  
in sterling which have to be made at Hongkong  
and on the China Station.

Returns of the average amount of bank notes  
in circulation and of specie in reserves in Hong-  
kong, during the month ended 31st August,  
1911, as certified by the managers of the respec-  
tive banks, are as follows:—

BANKS.	AVERAGE AMOUNT.	SPECIE RESERVE.
Chartered Bank of India	\$ 6,310,653	\$ 4,500,000
Australia and China	\$ 1,000,000	\$ 1,000,000
Hongkong and Shanghai Banking Corporation	15,952,986	9,000,000
Total	\$22,263,639	\$13,500,000

## A SEIZURE OF ARMS.

As a Chinese officer from the Revenue Department  
was tarrying near the pier at Observation  
Place on Saturday, a sampan carrying eight  
passengers ran alongside the pier. The first  
man to land carried a carpet bag and behaved  
in so suspicious a manner that the revenue  
officer approached him. The stranger, when  
questioned, jumped into a ricksha and told the coolie  
to drive him on. But the officer interfered,  
and took the fare in charge. His bag was forced  
open, and it was found to contain three Mauser  
pistols and a quantity of ammunition. During  
this interval the other men who landed from  
the sampan made good their escape. It was  
subsequently learned that the men on the sampan  
came from the ss. *Montevideo*. The defendant  
was charged at the Magistrate's on Saturday  
with being in possession of arms without a  
permit, and was ordered to pay a fine of \$150.

## LOCAL SPORT.

## INTERPORT SWIMMING.

Mr. Frank Lammert, hon. secretary of the  
V.R.C., received a wire last week from the  
Shanghai Rowing Club suggesting that the  
interport swimming contest should be postponed  
till the 26th, 23th and 28th October, and that  
rowing should be included. This request will  
receive early consideration.

## V. R. C. NIGHT FETE.

The V. R. C. advertise another night fete  
for Wednesday, September 13th. These evening  
swimming carnivals have proved very  
popular, and the Club may expect a good atten-  
dance on Wednesday. A band will play selec-  
tions of music during the evening.

## BOXING.

Another tournament is being arranged for the  
23rd of this month, and the programme is one  
which should give general satisfaction. Kid  
Marriott is matched with Iron Box to fight the  
best of fifteen rounds; Sapper Miles of the  
Royal Engineers, the clever lightweight  
who put up such an excellent fight at the  
Circus, will fight the best of fifteen rounds with  
General Champion of the K. O. Y. L. I., and  
Private Potter will meet Seamus Coker of the  
Aent in an eight round contest. Other interest-  
ing bouts have been arranged, and the tourna-  
ment will be held at the Skating Rink.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

The following minutes of a meeting of the  
Council, held at the Board Room, on the 22nd  
August, 1911, are forwarded for publication:—  
Present:—Messrs. W. H. Wallace (Chair-  
man), J. S. Fenwick, W. R. M. D. Parr, Rev.  
G. M. Wales, and the Secretary.

Correspondence was read between H.I.G.M.  
Council and the Council concerning the custody  
of a German subject in the Municipal Goal,  
which the Council regret they are only able to  
undertake as a temporary measure.

Correspondence was read with the Amoy  
Tinning Co. concerning their application to  
reclaim certain ground and construct a band at  
Lai-choo-oh.

Messrs. Fenwick, Wales and Wilson, having  
been appointed members of the Assessment  
Committee, reported having assessed thirteen  
properties.

Correspondence with (1) Mr. E. Bauer and  
Mr. Lim Chin Hoon concerning the dumping  
of garbage on the public roads, and (2) with Mr.  
Lim Nee Kar concerning a watchman's hut  
placed on the public road opposite his house,  
also (3) with Mr. Lim Hock Sin concerning the  
obstruction to the road at Ho-kee, was read.

The Captain-Superintendent reported that  
the following cases have been dealt with at  
the Mixed Court since the last meeting:—  
Summonses: Assault, 1; breach of marriage  
agreement, 1; throwing rubbish, &c., into the  
public drains, 9; non-payment of municipal taxes,  
5; breach of municipal bye-laws, 1; Contempt  
of Court, 2; Debt, 2. Summary: Arrests:  
Housebreaking, 2; Theft, 3; Kidnapping, 5.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## FRANCE AND GERMANY.

## UNREST CONTINUES.

LONDON, September 9th.

A feature of the Franco-German difficulty  
is the large withdrawals of French capital  
from Germany. These are already estimated  
at £2,000,000.

Belgian and Swiss houses are doing  
likewise.

The French Premier and the Ministers  
for War, Foreign Affairs and Finance have  
conferred on the Moroccan question.

It is announced that the observations of  
Herr Kiderlen-Waechter and M. Cambon  
are to be presented forthwith in definite  
terms.

M. de Selves, the French Foreign  
Minister, declined to furnish any indication  
of their extent, their importance or the  
attitude of France thereon. Nevertheless,  
the impression prevails that there are con-  
siderable differences in the French and Ger-  
man points of view.

It is officially stated in Berlin that there  
is agreement between France and Germany  
in principle, but nevertheless the differences  
in detail require considerable discussion.

War rumours continue to excite the poorer  
classes in Germany and have resulted in  
a run on different savings banks, notably at  
Koenigsburg, where one has failed.

LONDON, September 10th.

Berlin telegrams announce that the Ger-  
man counter proposals regarding Morocco  
have been drawn up and will reach Paris  
on Sunday or Monday.

German business interests are becoming  
increasingly restive. The Bourse is much  
affected by the prolonged suspense, which  
the *Berliner Tageblatt* and *Boersen Courier*  
declare is intolerable, and appeal to both  
Governments to confide more freely in the  
public.

## THE STRIKE IN IRELAND.

LONDON, September 9th.

The police reinforcements from Dublin  
met with a warm reception at Wexford,  
where they had been sent to quell the strike  
disturbances. They were pelted with stones  
and bottles, and in charging the mob many  
were injured. Six strikers have been sent  
to the hospital.

## FIGHTING IN MOROCCO.

LONDON, September 9th.

It is officially reported in Madrid that  
the Moors attacked at dawn the advanced  
Spanish positions at Melilla and in the  
hinterland. They were repulsed with great  
loss. The Spanish losses amounted to one  
officer and seven men killed and one officer  
and 25 men wounded.

Reinforcements are being despatched from  
Spain.

## THE DEAR FOOD PROBLEM.

LONDON, September 9th.

In consequence of the increased price of  
foodstuffs and fodder the Berlin Chamber  
of Commerce has petitioned the Government  
to check the export of grain and reduce the  
duties thereon. Representation is also being  
made to the Government to allow the  
importation of Argentine and American  
meat.

The Minister of Agriculture has ordered  
local authorities in several provinces of  
Prussia to sell fodder to needy farmers at  
reduced prices.

## LATER.

A feature of the French food riots is the  
Government's firmness in the summary  
punishment of large batches of rioters  
compared with the weakness displayed in  
the more serious champagne riots in April,  
when only six people were punished  
altogether.

## LATER.

The dear food riots in France show no  
signs of abatement. Window smashing is  
general and barricades have been thrown up  
at Roubaix, where the cavalry have made  
several charges.

The municipalities are buying food stuffs  
and selling at a loss.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THEATRE COLLAPSE AT NICE.

LONDON, September 9th.

A theatre which was being reconstructed  
at Nice collapsed and forty workmen were  
entombed in the debris.

Several bodies have been recovered, while  
some of the injured who have been extricat-  
ed are in a serious condition.

## LATER.

So far 16 bodies have been recovered.

## LATER.

Eleven have been killed and six seriously  
injured.

## NEW ZEALAND PROGRESSING.

LONDON, September 9th.

Reuter's Wellington correspondent writes  
that Sir Joseph Ward in his Budget speech  
stated that there was a record increase in  
revenue amounting to £1,205,000. The  
Government proposed to effect a remission  
on railway fares and estate duties and to  
increase the graduated land tax on large  
estates.

## THE WHEAT CROP.

LONDON, September 9th.

It is officially stated that, despite the  
abnormal weather conditions, the Canadian  
West has produced a record crop of wheat.  
The harvest is estimated at 178 million  
bushels.

## THE COTTON TRADE.

LONDON, September 9th.

The Federation of Master Cotton Spin-  
ners at Manchester has resolved on urging  
the Government at the earliest possible  
moment to amend the picketing clauses in  
the Trades Disputes Act.

## THE FRENCH BUDGET.

LONDON, September 9th.

A Paris message says the French Budget  
shows a deficit of £7,120,000, which is to be  
covered by fiscal readjustments. There is  
to be no new taxation.

AN EFFECT OF THE JAPANESE  
TARIFF.

LONDON, September 9th.

In order to meet the new Japanese tariff  
the Premier Cycle Company of Coventry is  
opening a factory in Japan.

## WHITES OUST BLACKS.

LONDON, September 9th.

One effect of the rise in seamen's wages  
as a result of the strikes is that at Cardiff  
500 negro seamen are destitute, having been  
ousted by whites, who are attracted by the  
better conditions.

## OFFICIAL APPOINTMENTS.

LONDON, September 9th.

Lieut.-Colonel Galloway, who has been  
Governor of St. Helena since 1902, has  
been appointed Governor of Gambia.

Mr. Henry Wallis, of Nyassaland, has  
been appointed Chief Secretary of Uganda.

## AEROPLANE POSTAL SERVICE.

LONDON, September 9th.

An agreement entered into by the Post  
Office for an experimental postal service  
from London to Windsor was inaugurated  
on Saturday for a limited period with a view  
to demonstrating the usefulness of aero-  
planes in times of emergency. One hundred  
thousand letters have already been received  
for conveyance, including messages from  
Their Majesties.

The inauguration was marked by a strong  
wind. Of the four pilots only one went  
from Hendon to Windsor and back.

## THE CHANNEL SWIM.

LONDON, September 9th.

It is announced that Burgess is willing to  
stake £10 against £10,000 that he will  
swim from England to France and back in  
fifty hours.

## CHOLERA IN SPAIN.

LONDON, September 10th.

Cholera gastro-enteritis is raging in  
northern Spain, particularly in Barcelona.  
Many are fleeing to France.

ANOTHER AVIATION ACHIEVE-  
MENT.

LONDON, September 10th.

The aviator Hellen flew 778 miles in 14  
hours 7 mins.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE TROUBLE IN SZECHUAN.

PEKING, September 10th.

The Legations have not received any ad-  
vices from Chengtu for three days, and it is  
believed that the foreigners have left for  
Kaiting and Chungking.

There are reports that the telegraphs are  
interrupted.

The Peking Jihpo states that the Viceroy's  
yamen was attacked on Thursday, but this  
is not confirmed.

## [THROUGH REUTER'S AGENCY.]

## CANADA AND RECIPROCITY.

LONDON, September 9th.

Ottawa telegrams state that Sir Wilfrid  
Laurier in a speech said he was confident  
that reciprocity would be in operation three  
months after the 21st September. Alluding  
to the objection that the United States  
would politically absorb Canada, he declared  
that if it were true that President Taft said  
that Canada was at the parting of the ways,  
he did not know what he was saying.  
"We are prepared," he said, "to talk  
business with President Taft; not politics."

## SELLING STATE SECRETS.

LONDON, September 9th.

A message from St. Petersburg states that  
Captain Postnikov of the General Staff has  
been sentenced by a court-martial to eight  
years' penal servitude for selling secret  
documents to three foreign Powers.

## THE MISSING PICTURE.

LONDON, September 9th.

The search for the missing picture "La  
Joconde" continues. The latest theory is  
that it has been stolen by an international  
gang which has removed other minor objects  
from the Louvre.

## SENSATIONAL AMERICAN TRIAL.

LONDON, September 9th.

The sensational trial at Chesterfield,  
Virginia, has concluded, sentence of death  
being passed on the banker Beattie for the  
murder of his wife in a motor car on a  
lonely night drive. It was alleged that she  
was killed by an unknown highwayman, but  
the evidence disclosed Beattie's relations  
with a second woman.

## SERIOUS SITUATION AT BARROW.

LONDON, September 9th.

Bluejackets equipped with ball cartridges  
are guarding the dockgates at Barrow. This  
is considered necessary, because if the water  
were let out the warships would ground and  
be damaged. Special police are also on duty  
in the shipbuilding yards. One telegram  
says that this is due to the presence of  
foreign spies.

## PUGILISM.

LONDON, September 10th.

A Sydney message states that Lester beat  
Lang on points in twenty rounds in the con-  
test for the heavy-weight championship of  
Australia. There were 14,000 spectators.

## THEIR MAJESTIES AT BALMORAL.

LONDON, September 10th.

Their Majesties gave a ball to their tenan-  
try at Balmoral, at which the house party  
including Lord Kitchener and Lieut.-  
General Wingate, were present. After dinner  
the Queen participated in a reel.

## INTERNATIONAL TENNIS.

LONDON, September 9th.

A New York telegram states that in the  
preliminary games for the Davis Cup,  
Larned (America) beat Dixon (England)  
6/3, 2/6, 6/3, 3/6, 7/5.

Mauger (America) beat Lowe (Eng-  
land) 7/5, 6/3, 4/6, 4/6, 6/3.

## PEACE ESTABLISHED IN ARABIA.

LONDON, September 10th.

Telegrams from the Hodeidah report that  
nearly all the sheikhs of the Yegh High-  
lands have entered Sanaa and submitted.  
Negotiations for a permanent peace are  
proceeding with Imam Syed Yahya, who  
has already released 500 Turkish prisoners.











## NOTICES TO CONSIGNEES

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI."

Having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented to the Office of the undersigned before NOON on the 15th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 6th September, 1911. [4]

"BARBER" LINE OF STEAMERS.

THE Steamship "SAINT PATRICK."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 7th September, 1911. [1124]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

Having arrived from the above ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

All Claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

EAST ASIATIC CO., LTD. [1125]

Hongkong, 7th September, 1911.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"GLENESK."

Captain J. Rafferty, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 8th September, 1911. [1129]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex a. "Swakopmund" from Africa via Aden.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 7th September, 1911. [5]

## IN THE WILDS OF SIBERIA.

WHERE CRIME IS EASY AND CONVICTS ARE HAPPY.

BY RICHARDSON L. WRIGHT AND BASSETT DIBBY.

["EXPRESS" SPECIAL CORRESPONDENTS.]

IRKUTSK.

What San Francisco was in '49, when it flourished as the gilded capital of Western America, Irkutsk, the largest town of Siberia, metropolis of the Asiatic goldfields, is to-day with additional trimmings.

Residence in Irkutsk is not quite a rest-cure for the nerves. With a population of 120,000, crammed into a couple of square miles on a picturesque bend in the Angara River, it produces some hundred murders or murderous assaults in the course of a year, with ten arrests or so, and four convictions with sentences of a matter of a few years' residence in gaol. Those are last year's figures, and with a throb of civic pride the natives tell you that 1910 was quite an off-year.

In the spring a young man's fancy (in Irkutsk) lightly turns to thoughts of blood. One fine day in May last year there were twenty-two assorted murders and attempted murders within the city limits. Then the street-cleaners and insurance agents voiced a protest, and there was talk of reviving the old vigilance committee that citizens, up to a few years ago, used to frame up among themselves, after the manner of Frisco in its prime.

MURDER GOES ON.

The vigilance committee that once held sway in Irkutsk was not altogether a success. The scheme projected by a handful of law-abiding citizens was enthusiastically received by ex-convicts and delegates of the murderers. They rolled up in their dozens and volunteered for service. The Governor granted them exceptional powers, and they made the best use of them. While the police were busy with the passive, wealthy merchants were shot down in the street by "suspects," and under the cover of "house-cleaning" and "punitive confiscation," burglarious looting went on to intolerable proportions. That is why the vigilance committee idea is no longer as popular in Irkutsk as it might be. Still, though vigilance committees are banished to the limbo of the past, the police and the Cossacks manage to keep life pretty lively.

A few years ago all the gold mined in Eastern Siberia had to pass through the Government laboratory at Irkutsk. As a matter of fact, only about forty per cent. of it did. The other sixty per cent. went to the city's Chinese "dealers in tea," and journeyed back to the Celestial Empire in many and devious ways, quite a quantity packed in the corpses of Chinese men being returned to the East for burial among their ancestors.

SHOTS AT RANDOM.

Well, in spite of that leakage, a good deal of gold dust found its way into the laboratory, and having been cast into ingots was stacked up in tempting array, awaiting transportation to Russia and the imperial mint. After several night watchmen at the institution had met with accidents, the authorities began to perceive the coincidence and appointed a force of Cossacks to come in each evening and stand guard over the treasure. All went well for a time. Then, one dark night, the Cossack guard browsed itself a glass of hot "chai," lit its cigarettes, turned up its overcoat collars, and completely disappeared with every single ingot of gold on the premises. Since then Cossacks as civil authority, have shared Irkutsk's feelings toward vigilance committees.

There are other aspects of the preservation of law and order in Irkutsk of which the ordinary British citizen would not altogether approve. For the last eighteen months the city has had a rudimentary street-lighting system, but the residential thoroughfares, a stone's throw from the main shopping street, are left in pitchy darkness. Naturally, they form the burglar's happy hunting-ground. Last night, for instance, you pass down one of these streets late at night, you will be startled by an explosion over your head and the whistle of spreading bird-shot past your ears. For the timid householder, without the slightest objection being raised by the police, fire a shot-gun from the bedroom window, before turning in for the night, just to show possible lurking burglars that there is a gun in the house.

FEIGHTENING BURGLARS AWAY.

The city's policing is done partly by municipal, partly by private, patrolmen, the latter subsidised by property owners. The private constables deserve an honoured niche in the gallery of twentieth-century philosophers. Our Anglo-Saxon ideal of a good night constable is a keen-eyed, steady, rubber-headed man in blue, leaving what the Chinese euphemistically term the "pieces stealer men" to play first, and then taking the trick. The Irkutsk night constable, on the other hand, with the high-souled purpose of warning prospective burglars of his approach and causing them to abstain from sinning, makes the night hideous by perpetually clattering a powerful wooden rattle. He grasps it firmly in his hand, and from dusk to dawn parades the streets, whirling it round and round at every few paces. The night watchmen did the same thing in the streets of old London up to the time of the Great Fire 250 years ago. To-day Irkutsk is probably the only city in the world in which so extraordinary a practice prevails nightly and is regarded as quite a commonplace. It is the only city in Siberia which is cursed with the custom.

Of the tens of thousands of convicts in Siberia, a large proportion make their way into Irkutsk at the expiration of their sentences, anxious to get a few weeks' enjoyment of the sights and sounds of this crude, overgrown town before making plans for the future. Every Russian subject, of course, equally with the foreigner, must hold a passport. At the end of their term the dangerous criminals get "black passports," which generally prevent their being able to find employment. So they are beggars by day, thieves and cut-throats by night.

They keep on good terms with the police and any detachment of troops that may happen to be detailed at the moment for patrol work in the streets, and do not find it difficult to bribe them to abstain from interference. The police are paid only twenty roubles a month—a princely stipend, however, when compared with the seventy-five kopecks received monthly by the common soldiers. The soldiers are presented with their wages in four weekly instalments of four roubles halfpenny, to prevent their squandering the whole eighteen-pence on vodka.

From the lawless side of poverty-stricken Irkutsk to the gaiety of the gilded hotels and dance-halls frequented by the wealthy is not so far as you might suppose. For, unsuspected by the casual visitor to the big towns of Siberia, the obsequious waiters who bustle to and fro so swiftly to fulfil one's every wish are often armed murderers who have served their time and decided to settle down in the East. For instance, one tall, portly head waiter with a restless eye and a big bifurcated Slavonic beard, who may be recollected by the traveller, slew his wife and her lover, and has served a long term of imprisonment in a barracks of the frozen north. Three murderers are on the waiting staff of an hotel in Irkutsk.

## WM. POWELL, LTD.

HAVE JUST RECEIVED A CHARMING VARIETY

OF

SILKY CASEMENT CLOTHS

AND

THE NEWEST MATERIALS

FOR

DRAPING WINDOWS, PORTIERES, MANTELS,

FOR THE AUTUMN SEASON.

Prices Very Reasonable.

PHONE 346A

PHONE 346A

[1130]

Irkutsk is pretty gay at night, but the citizens look back enviously to the south of its career—to the days of the recent Japanese war. Then champagne and costly wine were cautiously transported, free of duty and freight charges, from St. Petersburg and Moscow in steel cars labelled "Powder," cars militant with painted imperial two-headed eagles and regimental guards. At Irkutsk the powder cars were shunted off along the barrack sidings, and found a final home of refuge at the end of the rails, entering the cellars—most store shed in the barracks west of the big red girder bridge over the Irkut. A column of a locally stationed line regiment, heavily loaded in the Moscow restaurant the other night that more champagne was consumed in Irkutsk in one month during the Japanese war than in Broadway, New York—that backbone of the champagne industry—in half a year.

MIDNIGHT GAIETY.

The fun at Irkutsk starts at midnight. An hour before, the city is as dead as a Dunderberg Sunday. Then the theatre and the moving-picture shows, of which there are a dozen on the Bolshoiakia, spin off their last films and the officers and mine-owners crowd into the restaurants.

You enter a pair of swing-doors, kick off your felt-snow-boots, hand your furs to an attendant, and pass into a long room thronged with diners, gay with the uniforms of the garrison and women in smart Parisian costumes. At the far end is a small stage on which a score of girls in a minimum of skirt and a maximum of smile go through fatuous double-shuffles and dances executed with a degree of ineptness that would leave a South London trial night audience dumb with scorn. A "turn" finished, the chorizontes skip down to mingle with the audience, scattering around the tables and ordering the costliest fruits and the rarest wines that the management surreptitiously is providing.

There are six songs, curious yelping vocal performances by untrained feminine voices; and sleek, swartly Poles sing their national comic songs with snatches of patter and pathetic attempts at cellar-dap clog dances which do something towards riveting the guests' striding attention for a few moments. Till dawn, gay music, crude music-hall "tunes"—crude but going with a genuine verve and spirit of unfused fun which is lacking in any better show—fine fare for the groups of self-conscious exiles, mining agents and engineers, garrison officers, fur traders, merchants, concessionaires and miners, snatching a brief holiday in town from the desolation of the Siberian wilds.

PERLS OF NAVIGATION IN A GREAT ICE RUN.

At Stretensk we bought a boat—a brand new boat. We were driven up into a village out of sight of the river and there found a small band of peasants at work on her, unemployed frano in the deep straw of a farmyard, surrounded by wondering little Siberian cows and black sheep with white faces.

The "Why Not?" was a stout little craft about eighteen feet long, with a beam of three feet, flat-bottomed but high gunwaled, built on the lines of a gunning punt on the Norfolk broads.

Into her we packed ourselves, our stores and blankets, our fox-terrier Jack sprang aboard, and, shoved out by a couple of Cossacks, we set off on an 850-mile voyage down the Shilka and Amur to Blagovestchensk. We expected some trouble en route—and we got it. The ice was coming down and would be coming down for three weeks or a month, but as there was a good deal of clear and compact ice, we were not at all daunted, and, with care, to take advantage of the swift current and rapidly make our way through it.

We were told that the Shilka-Amur navigation authorities in Stretensk not only forbade all boat traffic, but even the sale of craft at the waterside boat-yards until the ice should have quite disappeared. So we had bought the "Why Not?" inland and had her driven down on a wagon to a point well on the north-east town limits only a few minutes before our departure. With our own hands we had unbound and launched her, and ten minutes later we were on our way.

SEVEN DAYS' WAIT.

A mile down we ran into a barrier of ice, and it took an hour's work on the floating ice tables, assisted by a passing soldier, to get our craft over. Then we went on uneventfully, one man at the oars, one steering, the other two with the quart-pole for two or three yards of quite clear water, till round a corner came the sight of a three-mile reach, ice-jammed and motionless from bank to bank. We landed and encamped on the western bank. Here we stayed for seven days. The ground was always frozen an inch below the surface, and the night temperatures were scarcely idyllic—usually we found a thermometer reading of from fourteen to eighteen degrees of frost in the blanket tent on awakening at dawn. On the fifth day more ice began to come down, and the water, which had been rising and falling fitfully, rose a couple of feet. More and more broken ice came down; and then, the following morning, came the main jam, the clearings of thirty miles of the upper waters. All the afternoon it ground by with the dull boom of distant surf on the seashore.

That night the river sank—sank lower than at any time that week. When we awoke, the

water was almost clear, a swift stream with a little broken mush on the surface, swirling down on either side of the city waters of the mid-stream bar, where lodged a long line of high-piled mounds of grounded ice.

RIISING WATERS.

A few minutes after dawn, however, the waters heaved uneasily up and down the bank. Immediately they began to rise in three hours they had risen nearly five feet, and the surface-crust over the roof pieces of our rapidly dismantled tent. First the shore-ice—great four-foot-thick slabs of solid, translucent glass—began to float off and draw into mid-stream. Then, in the course of less than an hour after dawn, the pack began to get ominously tight. Great chunks of ice were shored ashore, along with shoulder-high masses of dripping river-bank sludge and pebbles. Soon afterwards the Shilka was a solid jam of swiftly moving lamps of ice. There was a new sound note prevailing.

In place of the dull grinding and bumping of the previous evening, so suggestive of the surf-boom on a storm-swept bank and the rattling back-draw of the shingle, was an all-pervading rustle, the rustle of heavy rain. For the water was thick with mush—freely broken fragments from the large ice-cakes. But, though muffled, the sound of the surf and the low thundering of prodigious underwater impacts rose faintly through the rustle. Freely now and again, with a splash and a shuddering side of glittering cascades of water, a great cake of bottom-ice, torn loose from its bed-moorings, would burst up through the surf and the low thundering of prodigious underwater impacts rose faintly through the rustle. Freely now and again, with a splash and a shuddering side of glittering cascades of water, a great cake of bottom-ice, torn loose from its bed-moorings, would burst up through the surf and the low thundering of prodigious underwater impacts rose faintly through the rustle. Freely now and again, with a splash and a shuddering side of glittering cascades of water, a great cake of bottom-ice, torn loose from its bed-moorings, would burst up through the surf and the low thundering of prodigious underwater impacts rose faintly through the rustle.

BATTLES IN MID-STREAM.

The ice did not all move at a uniform rate. Glancing across the river one saw half a dozen different speed channels—like the series of parallel moving platforms at the old Paris Exhibition. A heavy pine trunk, pinned under a hillock of piled ice, would be carried down at ten miles an hour and passing a brother, similarly situated, whose speed was only half as much. The two would interlock. A moment's strain and crack! a splintered section of 30-inch log would be flicked many feet into the air, or a wall of great chunks of ice—both trees unyielding—would climb up on a neighbouring floe-edge. Now a large building—travelling, now a boat or a dugout—or the crushed husk of one—now an unbroken wedge of smooth surface-ice, bearing half a mile of the dirt-discoloured winter sledge track to Blagovestchensk and Khar-barovsk; now a big ash-pile, bales of hay, a tangle of half a score of uprooted birch trees would sweep by. And still the water rose steadily, at the rate of six inches in a quarter of an hour. At breakfast-time a sergeant of the 16th Siberian Garrison Regiment and a private looked us up, drank tea, smoked cigarettes, and asked us to make the "Why Not?" more comfortable.

Well, to cut the recumbent short, 11 A.M. saw the unhappy boat wedged between an unyielding willow stump and a slab of ice as big as a ballroom floor. The next movement—ashore would have crushed her. We could do no more, and lay down exhausted on the bank for a dozen. Awakening at two o'clock we found a clear stream flowing between the quarter-mile distant banks and the "Why Not?" roosting in the willow like a bird, with fifteen feet of air and rippling shavings between her bottomboards and the water. Six men were fetched from a neighbouring village by an incoherent demand for help. We did not specify of what nature, leaving their natural curiosity to let them in for the work in hand. One brought a dog and a gun. With levers and rouble distribution and much gesticulation and a little work, the boat was launched about five o'clock, and we re-started our voyage.

All went well for a few hours. Then, landing, we encamped for the night. After an early breakfast we set off at sunrise and passed down between steep, wooded hills, with here and there a towering cliff alive with crows. And about midday we came suddenly out of clear water into the back of another big ice-jam. There was nothing for it but to make a landing in a pretty little glen, nestling between high birch-covered hills and fragrant with myrtle.

Here we encamped for five days, the last being a strenuous eight-hour freeing of the "Why Not?" We had literally to chop her away for thirty feet through great boulders of shore-ice piled up by a flood. After an evening's run we drew into a mist and had to pass a sleepless night on a little ledge on a cliff-face. After a couple of hours' run in the morning we came once more to an ice-jam, the third in the fifty-seven run from Stretensk. At that point we abandoned the "Why Not?" just escaping, with a few minutes to spare, from another big slide coming down in our rear. Yet the thermometer was ninety-six degrees in the sunshine at midday!

At the village of Pheorsora we procured horses and rode across country for three hours—a switchback, pathless course through woods and across streams, up and down harrows on craggy ravines, to the village of Ouktechenek. Here in the little post-station house we got some sleep after the continuous work of the past thirty-five hours, and learned that it would be twenty days before the Shilka would be open for river traffic to Blagovestchensk.

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Hongkong, 10th August, 1911. [636]







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[1075-173]

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TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
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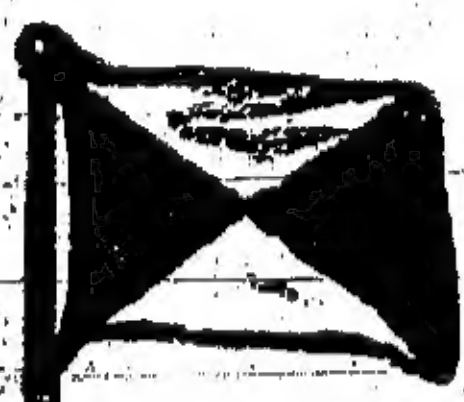
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## SHIPPING IN PORT.

STEAMERS  
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CAPRI, Italian str., 2,690, P. Figari, 5th Sept.—Bombay and Singapore 30th August, General—Carlowitz & Co.  
CHONGKING, British str., 1,259, V. Liddell, 21st Aug.—Tientsin and Ports 13th Aug, General—Jardine, Matheson & Co.  
CHIYO MARU, Japanese str., 1,342, W. W. Greene, 5th Sept.—San Francisco 9th Aug, Mails and General—Toyo Kisen Kaisha.  
COWRIE, British str., 3,155, W. Jackson, 2nd September—San Francisco and Yokohama 24th August, Bulk Oil—Asiatic Petroleum & Co.  
CROONA, Russian str., 2,949, J. Larsen, 5th Sept.—Singapore 31st Aug, General—Aagaard, Thoresen & Co.  
DAIGI MARU, Japanese str., 2,460, H. Murayama, 6th Sept.—Tamsui, Amoy and Swatow 5th Sept, General—Osaka Shosen Kaisha.  
DRUPAR, Norwegian str., 1,102, J. Bing, 17th August—Bangkok 9th and Swatow 16th August, General—Kin Tin Loong.  
FEICHOING, Chinese str., 938, Horol, 7th Sept.—Singapore 2nd September, General—C. M. S. N. Co.  
FRI, Norwegian str., 2,541, C. Wagle, 4th Sept.—Chico 28th August, Beans and General—Aagaard, Thoresen & Co.  
GERMANIA, German str., 1,704, Frandsen, 28th August—Hongkong 26th August, Coal—Jensen & Co.  
GLENSIDE, British str., 2,275, I. Rafferty, 8th Sept.—London via ports 9th July, General—Shewan, Tomes & Co.  
HAITAN, Japanese str., 1,123, J. S. Roach, 6th September—Swatow 7th Sept, General—Douglas, Laprak & Co.  
HANOI, French str., 735, G. Bonnier, 8th Sept.—Haiphong and Peking 5th Sept, General—A. R. Marty.  
HALVARD, Norwegian str., 1,066, C. Andersen, 7th Sept.—Bangkok and Heligoland 6th Sept, General—Aagaard, Thoresen & Co.  
INABA MARU, Japanese str., 3,537, S. Tomimaru, 4th Sept.—Shanghai 31st August, Coal, Flour and General—Nippon Yusen Kaisha.  
JOHANN, German str., 952, M. Tjand, 6th Sept.—Swatow 5th Sept, General—Jensen & Co.  
KATPONG, British str., 937, J. O. Sidford, 8th Sept.—Iloilo, Cebu and Manila 5th Sept, Sugar, Hemp, Tobacco, &c.—Butterfield & Swire.  
KOHCHANG, German str., 1,292, C. Roselofsky, 1st September—Bangkok 23rd August, Rice and Timber—Butterfield & Swire.  
KWANGH, Chinese str., 1,648, Pratt, 5th September—Shanghai 3rd Sept, General—C. M. S. N. Co.  
KWONGSANG, British str., 1,956, W. F. Richard, 7th Sept.—Shanghai 1st and Swatow 6th Sept, General—Jardine, Matheson & Co.  
LAETTES, British str., 1,340, C. E. Page, 7th Sept.—Singapore 3rd Sept, Rice and General—Wee Tat Sing.  
LARGO LAY, British str., 2,541, R. E. Kellett, 5th September—Guangyuan 2nd August, Nuts—Eng Hok Fong.

## SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,996, Jam. White, 12th May—New York 20th June Kerosene Oil—Standard Oil Co.

## LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Assaye* left Singapore for this port on the 8th instant at 6 p.m. with the outward English Mails, and is due here on the 13th instant at about 2 p.m.  
The P. & O. S. N. Co.'s str. *Sumatra* is expected to arrive at Penang on the 12th instant, at noon.  
The H. A. Line str. *Alasia* left Shanghai on the 9th inst. a.m., and may be expected here tomorrow p.m.  
The Indo-China str. *Kutsang* left Calcutta for the Straits and Hongkong on the 7th inst., and is due here about the 23rd inst.

## ICE

Says a writer in a London paper:—  
July without ice would be like Christmas without plum-pudding—unheard of, inconceivable; and yet to how many does it occur that ice in summer is, for the most part, an entirely artificial product, and merely a very convenient method of making things colder—and incidentally more palatable than they would be otherwise? There is all the difference in the world between ice and loes. The one is almost a necessity in hot weather; the latter (at any rate, to most) the most luxurious. It is all a matter of taste. The squashy pink, yellow, or green platful of nothingness, with a flavour of strawberry, vanilla, pistachio, or the like, which we politely dole out to ladies at garden party, rout, "kettledrum" (alas! now obsolete), ball-supper, or elsewhere, is, after all, only the merest subterfuge; a titillation of the palate; or may be, after dinner, disturber of the good ones that have gone before. Anyhow, it is a custom more honoured in the observance than the breach, and therefore to be reckoned with in these days of tradition and imitation.

The authorities seem to agree that "Confessionary Ices" were first introduced by Catherine de Medici, and it is fairly—if not absolutely—certain that the first sweet ices in Paris were placed before the subjects of Louis Quaker by a college-house keeper in the Rue de l'Ancoine. They were, of course, the most water-ices, or probably more of the nature of what we nowadays call sorbets or granities, but they served their purpose, and inaugurated a custom which maintains to this day.

These ices were known as "fromages glacés," although there is no record of their containing cheese in any shape or form. They were made with fruit syrups, groseille, framboise, ananas, and the like. The cheese name was probably given because of their shape, or the form in which they were served.

"Ice creams" seem to crop up in cookery-book and contemporary records about the year 1700, and half a century later they are commonly quoted as "ice coloms" (which term still obtains in the United States of America). "Ices," as we understand them now, is an Early Victorian word.

A gentle custom, now entirely obsolete, may still be remembered by those who are no more than middle-aged. Gunter's in Berkeley-square was then one of the best shops for ices in town, and their brown bread ice a treat for the gods. On any fine afternoon in the season the rails of the square were surrounded by carriages, mostly of the old-fashioned barouche and landau type, and footmen went across to Gunter's to fetch ices for the occupants of the carriages, who ate them *coram populo*, under the shade of the trees. It was a pretty habit, and it seems a pity that it has fallen into desuetude.

Of ice proper, as apart from its confectiionary cousin, it seems only yesterday, although it is really a deal longer, that every fishmonger's shop in summer displayed the legend "Wenham Lake Ice Sold Here." Nowadays, it is all, or nearly all, made by machinery. As a matter of topographical fact, Wenham Lake is five miles from Salem, in Essex County, Massachusetts, United States of America. It is one mile square, two hundred feet deep, and its ice is, and has always been, celebrated for its exceptional purity. Much of the "free ice" for England has fallen there; but the export to England has fallen away. A certain amount of ice still comes to us from Norway, and there are regular services to the Thames and Humber, but the ice-making machine has largely, if not entirely, ousted the real article.

We are still, of course, years behind the Americans in our use of ice. We do not appreciate it as we should—except mediocrity, of course—and it is extraordinary how we always look upon it as a luxury instead of the barest necessity. The Americans over ice their cold drinks, especially their champagne, so as to deprive it of all its bouquet and savour; unkind people will say, perhaps, that in the case of most American champagne this is a distinct advantage.

Ice, after all, is meant to chill, not to freeze—from a gastronomic point of view—and in that respect is a great offender, invigorator, and aid to health in hot weather.

## PASSENGERS.

## ARRIVED.

Per *Mexico Maru*, from Shanghai, Mr Geo. Tober.  
Per *Chi-hua*, from Shanghai, Mr and Mrs Wirth, and Miss Brown.  
Per *Heikang*, from Coast Ports, Miss Lowrey, Miss Matheson, Master and Miss Thorn, Mr and Mrs Lerrige, Mr and Mrs C. J. Lowe, and C. J. Birmingham.

## DEPARTED.

Per *Groenland*, for Shanghai, Messrs A. W. Schneider, Matheson, E. A. Hansen and M. Friend, Mrs C. A. Biddle, Mr F. S. Johnson, Mrs White and Mr Young; for Nagasaki, Mrs Suro and Miss Asano; for Kobe, Messrs Kobayashi, Washiguruki and Yasumoto; for Yokohama, Mr C. A. Haldemann, Mrs F. Carlton, and Mr C. R. Free.

Per *Rubi*, for Manila, Mr T. F. Jackson, Mr E. O. Clayton, Mr F. Snyder, Mr A. P. Van Damm, Mr and Mrs E. P. Gaudin, Messrs J. M. Liddle, A. A. Moore, Rikizo Honda, I. Matsuk, John Omaso, N. Elarde, H. S. Everett, O. Paredes, E. P. Thomson and P. E. Burnett, Capt. C. H. Lamb, Mr P. D. Blakeley, Mr O. C. Bondurant, Mr E. O. Platt, Mr and Mrs Barrios and child, Miss E. Rosello, Mr and Mrs S. J. Fial, Mr R. Perez, Mr F. J. Kolman, Mrs M. D'Aquino and child; for Iloilo, Mr and Mrs Herrera.

Per *Prinz Ludwig*, for Singapore, Mr R. Webster, Mr and Mrs P. Lee, Mr D. F. Webster, Mr H. B. S. Dowbiggin, Mr Chas. E. E. Benedict, Mr E. Geier, Mr G. Gregory, Mr G. Watson, Mr Y. Sharp, Mrs K. F. Zellermayer, Mr L. Bryhn and Mr A. E. Bromo; for Penang, Mr T. A. P. and Mrs M. Bartelle; for Gibraltar, Mr F. Mendolia and Mr Barrios; for Port Said, Mr A. Maltam; for Genoa, Mr and Mrs Berkenhaus, Mr Peteren; for Hongkong, Mr W. K. Kaufmann, Mr A. Rommel, Mr W. Urage and Mr J. Cugner.

Per *Coblenz*, for Manila, Mr Tom F. Barretto, Mrs and Miss Ardrey, Dr. and Mrs E. P. Stone, Miss B. C. Smith, Mr R. Kummerfeldt, Mr C. Bulhofer, Mr and Mrs Kath, Mrs Johnson, Mr and Mrs F. A. van der Loo, Mr P. H. Flaseyck and party, and Mr O. Krebs, Mr C. Kazykiewicz, Mr C. van Donge, Mr V. Drees, for Friedrich Wilhelmshafen, Mr H. Nowak, Sister F. Mundelheim and party, Mr F. Nienhans, Mr P. W. Bochen and party, Sisters A. Gail and D. Stoppel; for Batavia, Mr W. Berendorff, Mr O. Pulver, Mr H. Paetsch, Mr F. Grouan, Mr Karl Reither, Mr A. Kuhn, Sister H. Sudhatis and Mr Grafarend; for Sydney, G. F. Boyce, Mr G. W. Geering.

## WEATHER REPORT.

On the 10th at 11.55 a.m.—The shallow depression has reached the N.E. part of the Sea of Japan.  
Except over that area, the barometer has risen slightly at all stations.  
Pressure is, for the most part, in slight to moderate excess of the normal. It is high over the Pacific in the neighbourhood of the Bonins, and over S. China, and relatively low over the S. Philippines and adjacent waters.  
Light to moderate E. and N.E. winds may be expected over the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong & Neighbourhood	E. winds, light; fine.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamecks	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

## CHINA COAST METEOROLOGICAL REGISTER.

September 10th—AT A.M.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vladivostok	7 a.	29.84	62	69	NNW	1	b
Nomuro	6 a.	29.97					1
Hakodate	"	29.89			N	1	1
Tokio	"	30.91					0
Koshi	"	29.89					0
Nagasaki	"	29.93			W	1	1
Kagoshima	"	29.97					1
Oshima	"	29.97					0
Naha	"	29.97					0
Ishijima	"	29.93			ENE	1	1
Bonin Is.	"	30.02					1
Chitoh	"	29.97					1
Waihaiwei	9 a.	29.97	80	66	N	1	b
Hankow	"	29.97					1
Kiukiang	"	30.00	77	77	NNW	1	o
Shanghai	"	29.97	81	81	E	3	ov
Gutai	"	29.97					0
Sharp Peak	"	29.97					0
Amoy	"	29.90	76	91	SE	1	b
Swatow	"	29.93					1
Taihou	5 a.	29.93					0
Taihu	"	29.93					0
Tainan	"	29.94					0
Koshan	"	29.95					2
Sesadoros	"	29.95			N	2	1
Caution	9 a.	29.96	83	79	S	2	b
Hongkong	10 a.	29.97	83	80	N	1	1
Vict. Peak	"	29.95					2
Gap Rock	"	29.95					1
Maao	"	30.00	84		SE	1	o
Wachow	"						1
Holihow	"						1
Pekhoi	"	29.93	88		SE	2	c
Phu Lien	8 a.	29.93			SE	2	c
Tourans	"	29.96	82		SW	3	c
St. James	"	29.91	77		SW	1	o
Apurri	"	29.98	73		S	2	b
Manila	10 a.	29.92	84	71	NNW	0	b
Lezaspit	6 a.	29.85	79		NE	1	b
Basolot	9 a.				NE	1	b
Iloilo	"	29.83	81		NE	1	b
Cebu	"	29.87	86		NE	1	b
Lubnan	"						1

F. G. Figg, Director.  
Hongkong Observatory, September 10th, 1911.  
1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2 TEMPERATURE, in the shade, in degrees Fahrenheit.  
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 DIRECTION of WIND, to two points.  
5 FORCE of WIND, according to Beaufort Scale.  
6 STATE of WEATHER, by day sky, e. detached cloud, d. drizzling rain, f. fog, g. hail, i. lightning, o. overcast, p. passing showers, q. squally, r. snow, t. thunder, v. visibility, w. dew (wet).  
7 RAIN in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 10th.

	Previous Day
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## SHIPPING

## ARRIVALS.

CHINA, British str. 1,349, Benson, 10th Sept.—Shanghai 7th Sept. Mails and General—Butterfield & Swire.

CHUYEN, Chinese str. 1,823, Wm. Jamieson, 10th Sept.—Shanghai 7th Sept. General—C. M. N. Co.

CHOSSEN, Japanese str. 1,800, K. Sakami, 10th Sept.—Fouchow via Amoy and Swatow 9th Sept. General—Osaka Shosen Kaisha.

GLORFALLOCH, British str. 1,434, J. Mason, 8th Sept.—Singapore 2nd Sept. General—Jin Lee Seng.

HAIYANG, British str. 1,362, J. W. Evans, 10th Sept.—Swatow 9th Sept. General—Douglas, Lapraik & Co.

KWANGSANG, Chinese str. 1,0th Sept.—Canton, K. W. S. S. Co.

MICHAEL, British str. 954, T. Peter, 9th Sept.—Pakhoi and Hailow 8th Sept. General—Jensen & Co.

MARU, Japanese str. 3,760, N. Koyayashi, 9th Sept.—Shanghai 6th Sept. General—Osaka Shosen Kaisha.

ORSSANG, British str. 1,757, J. G. Smith, 9th Sept.—Chingwang 2nd Sept. Coal—Glasgow Engineering & Mining Co.

PAKHOI, British str. 4,713, H. W. A. Clark, 9th Sept.—London 21st July. General—P. & O. S. N. Co.

SIGNAL, German str. 907, F. Soersen, 10th Sept.—Hailow 9th Sept. General—Jensen & Co.

SI-KIAN, French str. 650, E. de Catalano, 10th Sept.—Hailow 9th Sept. General—Messageries Maritimes.

## DEPARTURES.

CHILIAN, Norwegian str. for Hongkong, 10th Sept.

COCHIN, German str. for Australia, 10th Sept.

DEK OF OCEAN, British str. for Sabang, 10th Sept.

GERMANIA, German str. for Australia, 10th Sept.

LOCHES, German str. for Swatow, 10th Sept.

LOCHES, German str. for Manila, 10th Sept.

NANCHANG, British str. for Canton, 10th Sept.

RUMI, American str. for Manila, 10th Sept.

SORU MARU, Japanese str. for Canton, 10th Sept.

TRINITY, German str. for Delhi, 10th Sept.

ALDENHAM, British str. for Yokohama, 10th Sept.

KALANG, British str. for Singapore, 10th Sept.

PAIKAI, British str. for Shanghai, 10th Sept.

PRINCE, British str. for Saigon, 10th Sept.

SAINT PATRICK, British str. for Shanghai, 10th Sept.

TEPHANUS, Dutch str. for Swatow, 10th Sept.

TRINITY, German str. for Manila, 10th Sept.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. Clark str. Mongolia, from San Francisco, sailed from Yokohama on September 9th for Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on September 22nd.

The T. K. K. str. Tampo, from San Francisco, sailed from Yokohama on September 9th for Hongkong, via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on September 22nd.

## THE AUSTRALIAN MAIL.

The L. G. M. str. Prinz Sigismund left Sydney on the 25th ultimo, at 11 a.m., and may be expected here on or about the 19th inst.

The E. & A. str. Empress left Sydney on the 2nd inst. for this port via Queensland Ports (Tinner and Manila).

The N. Y. K. str. Kumano Maru (Australian Line) left Sydney for this port via ports on the 6th inst., and is expected here on the 25th inst.

## THE INDIAN MAIL.

The A. P. str. Gregory, from Calcutta, left Singapore on the 6th inst. afternoon, and may be expected here to-day.

The A. P. str. Japan, from Shanghai and Kobe, left Singapore on the 6th inst. morning, and may be expected here to-day.

The N. Y. K. str. Tampo Maru (European Line) left Shanghai for this port on the 8th inst., and is expected here to-day.

The N. Y. K. str. Bingo Maru (Bombay Line) left Singapore for this port on the 6th inst., and is expected here to-morrow.

The N. Y. K. str. Mishima Maru (European Line) left Singapore for this port on the 7th inst., and is expected here on the 13th inst.

The Ben Line str. Renaldi left Singapore on the 7th inst. for this port.

The American & Manchurian Line steamer Maloppe passed the Suez Canal on the 22nd ultimo, and is due here on or about the 18th inst.

The str. Glenfarg passed the Suez Canal on the 22nd ultimo, and is due here on or about the 24th inst.

The T. K. K. str. America Maru sailed from Honolulu on the 5th inst., en route to Hongkong, via Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 26th inst.

The O. S. K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 19th ult., and is due here on or about the 27th inst.

The T. K. K. str. Hongkong Maru will leave Valparaiso on the 7th inst. for Hongkong.

The T. K. K. str. Bogo Maru sailed from Honolulu on the 26th ult., en route to Hongkong, via Yokohama, Kobe and Moji, and is due to arrive here on or about the 29th inst.

## STEAMERS PASSED THE CANAL.

August 1st—Ankole, Benvenue, Buclon, Caylon, 4th—Agammon, Aki Maru, Austria, Calcedonia, Dunblane, St. Patrick, 8th—Suezia, 11th—Savonia, Theodos, Tranquille, Delayed through mutilation, Vandana, 15th—Benalder, Nubia, Palma, 18th—Mishima Maru, Sydney, Telemachus, 22nd—Belgravia, Denbighshire, Maloppe, Menclava, Samdra, Glenfarg, Glenfarg, 25th—Savonia, Suezia, Suezia, 28th—Ankole, Candia, Suezia, Suezia, 31st—Dardanus, Derflinger, Glance, Kaya Maru, Kilano Maru, Luetzow, Poona, Sachsen, Tencer, Tonkin, 5th—Bayern, Benalder, Benalder, China, Flindskier, Montrose, Suezia, Suezia.

ARRIVALS AT HOME.

Sept. 5th—Tonang, Stentor.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	G. C. Talbot, R.N.	P. & O. S. N. Co.	About 20th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	FIRST BELOW	Ger. str.	k.w.	Jager	HAMBURG-AMERICA LINE	On 7th Oct.
HAVRE & HAMBURG via STRAITS, &c.	ALBION	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 14th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k.w.	Bahlo	HAMBURG-AMERICA LINE	On 15th inst.
HAVRE, BREMEN & HAMBURG, &c.	REINFELDS	Ger. str.	k.w.	Weyhausen	HAMBURG-AMERICA LINE	On 29th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k.w.	Rassat	HAMBURG-AMERICA LINE	On 13th Oct.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorst	HAMBURG-AMERICA LINE	On 25th Oct.
COPENHAGEN & HALLTIO PORTS.	YEDDO	Swed. str.	—	—	OLDF WIK CO., LTD.	About 16th inst.
MARSHALL IS., LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 14th inst. at D-light.
MARSHALL IS., LONDON & ANTWERP via SINGAPORE, &c.	KANO MARU	Jap. str.	—	Soumer	NIPPON YUSEN KAISHA	On 27th inst. at D-light.
TRIESTE, &c. via SINGAPORE, &c.	VORWAERTS	Aus. str.	—	R. Dannecker	SANDER, WIELER & Co.	On 27th inst.
BOSTON & NEW YORK.	BEULOW	Ger. str.	—	H. Furness	BEULOW & Co.	On 15th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON.	CHINGAO	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 20th Oct. at Noon.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	INARA MARU	Jap. str.	—	S. Tomimaga	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 16th inst. at 11 a.m.
YANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	G. B. McGill	CANADIAN PACIFIC R. Co.	On 23rd inst. at 5 p.m.
YANCOUVER, B.C. Seattle & Portland, &c.	KUMERIC	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 3rd Oct.
YANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGNE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th Oct. at Noon.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	CHIVO MARU	Jap. str.	—	W. W. Green	PACIFIC MAIL S.S. Co.	On 15th inst. at Noon.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	BERNIA	Jap. str.	—	—	TOYO KAISEN KAISHA	On 20th Oct. at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th inst. at Noon.
AUSTRALIAN PORTS via MANILA.	PRINZ SIGISMUND	Ger. str.	—	F. Brueuning	MELCHERS & Co.	On 7th Oct. at D-light.
AUSTRALIAN PORTS via MANILA.	MISHIMA MARU	Ger. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 14th inst. a.m.
KOBE & YOKOHAMA.	PRINZ SIGISMUND	Ger. str.	—	F. Brueuning	MELCHERS & Co.	About 19th inst.
KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
JAPAN.	TUJIAOEN	Jap. str.	—	V. Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILEAN & JAPAN.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 14th Oct. at Noon.
WHANGHAI, CHEFOO & TIENTSIN.	HUICHOW	Brit. str.	1 m.	H. Roberton	BUTTERFIELD & SWIRE	On 19th inst. at 4 p.m.
CHEFOO & NEWCHOW.	NANCHANG	Brit. str.	1 m.	W. F. Richard	BUTTERFIELD & SWIRE	On 13th inst. at 4 p.m.
SHANGHAI via SWATOW & NINGPO.	KWONGSANG	Brit. str.	—	K. Soyeda	JARDINE, MATHESON & Co., Ltd.	On 13th inst.
SHANGHAI MOJI & KOBE.	ANSAI	Brit. str.	—	G. W. Cockman, R.N.	NIPPON YUSEN KAISHA	On 14th inst. at 7 a.m.
SHANGHAI.	CHISHU	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 14th inst. at 4 p.m.
SHANGHAI YOKOHAMA & KOBE.	AUSTRIA	Aus. str.	—	Raidich	SANDER, WIELER & Co.	On 14th inst. at 3 p.m.
SHANGHAI.	CHONGSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at Noon.
SHANGHAI, KOBE & MOJI.	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSON & Co., Ltd.	On 15th inst. at Noon.
SHANGHAI.	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 16th inst. at M. night.
SHANGHAI, KOBE & YOKOHAMA.	SENEGAMBIA	Ger. str.	k.w.	Eckhorst	HAMBURG-AMERICA LINE	On 25th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA.	SEMATRA R.N.R.	Brit. str.	—	W. R. de Mare	P. & O. S. N. Co.	About 21st inst.
SHANGHAI.	DELI	Brit. str.	—	G. Meinen	MELCHERS & Co.	About 17th October.
SHANGHAI TSINGTAI, KOBE & YOKOHAMA.	KEELUNG	Ger. str.	—	Brailley	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon.
SHANGHAI KOBE & MOJI.	KUTSANG	Swed. str.	—	—	OLDF WIK & Co., Ltd.	About 23rd inst.
SHANGHAI YOKOHAMA, KOBE & MOJI.	CANTON	Swed. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
POOCHOW via SWATOW & AMOY.	TUPANAS	Dut. str.	—	J. B. v. Danne Jahn	OSAKA SHOSEN KAISHA	On 13th inst. at 10 a.m.
SWATOW, AMOY & POOCHOW.	CHOSHUN MARU	Jap. str.	—	—	DOUGLAS LARPAIK & Co.	To-day, at 1 p.m.
SWATOW.	HAITANG	Brit. str.	2 h.	J. S. Reach	DOUGLAS LARPAIK & Co.	To-morrow, at 1 p.m.
SWATOW, AMOY & POOCHOW.	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 15th inst. at 1 p.m.
TAKAO ANPING via SWATOW & AMOY.	SOSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 10 a.m.
MANILA, CEBU & ILOILO.	KATFONG	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA.	YUENSANG	Brit. str.	—	P. E. Heald	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at 2 p.m.
MANILA, CEBU & ILOILO.	TAMING	Brit. str.	1 m.	Fennelther	SHEWAN, TOMES & Co.	On 19th inst. at 4 p.m.
MANILA, CEBU & ILOILO.	ZAPHO	Aus. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 4 p.m.
MANILA.	LOONGSANG	Brit. str.	—	Teak	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at 2 p.m.
BOMBAY via SINGAPORE & PENANG.	CLAYTON	Ital. str.	—	Figari	CARLOWITZ & Co.	To-day, at Noon.
BOMBAY via SINGAPORE & COLOMBO.	CEYLON MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 19th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TIKINI	Dut. str.	1 m.	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
HOIHOW & HANARANG & SOUBAYAYA.	SINGAN	Brit. str.	—	F. Jamieson	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SINGAPORE, PENANG & CALUTTA.	YATSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 13th inst. at Noon.
SANDAKAN.	JAPAN	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	On 15th inst. at 5 p.m.
RUDAT & SANDAKAN.	MAUSUNG	Brit. str.	—	Welgill	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at Noon.
KWANG CHOW WANG & HAIPHONG.	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Middle of Sept.
	SI-KIANG	Frans. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 13th inst. at 9 a.m.

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD, BREMEN.

## TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

STEAMSHIP.	DISPLACEMENT.	ON FEBRUARY 6TH.
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORCK"	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

## THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

## FROM HERE TO SINGAPORE.

## CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

## TO AND FROM PASSENGERS.

## All the Steamers of the European Line are fitted with Wireless Telegraphy.

## (System Telefunken.)

## EARLY BOOKING RECOMMENDED.

## For Further Particulars, apply to

## MELOCHERS &amp; Co., GENERAL AGENTS.

## Hongkong, 1st September, 1911.

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR.	STEAMERS.	TONS.	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	"BUELOW"	16,900	Wed. day, 20th Sept. at Noon.
SHANGHAI, TSINGTAI, KOBE, MANILA, YAP, MARON, SAMARANG, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE.	"DERFFLINGER"	17,000	About 20th Sept.
KOBE & YOKOHAMA.	"PRINZ SIGISMUND"	6,000	Saturday, 7th Oct. D-light.
	"PRINZ SIGISMUND"	6,000	About 19th Sept.
KUDAT and SANDAKAN.	"BORNEO"	5,000	Middle of Sept.

## All the Steamers of the European Line are fitted with Wireless Telegraphy.

## New System of Telefunken.

## For Further Particulars, apply to

## NORDDEUTSCHER LLOYD,

## MELOCHERS &amp; Co., GENERAL AGENTS HONGKONG AND CHINA.

## Hongkong, 11th September, 1911.

## VESSELS ON THE BERTH

## SOCIETA NAZIONALE DI SERVIZI MARITIMI.

## STEAM FOR BOMBAY.

## via SINGAPORE and PENANG.

## Having connection with Company's Mail

## Steamers to PORT SAID, MESSINA,

## NAPLES, LONDON and GENOA, also

## VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and

## SOUTH AMERICAN PORTS up to CALTAJO.

## (Taking Cargo at through rates to Persian Gulf and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

## CAPRI.

## Captain Figari, will be despatched as above

## TO-DAY, the 11th September, at Noon.

## For further particulars regarding Freight and Passage, apply to

## CARLOWITZ &amp; Co., Agents.

## Hongkong, 1st September, 1911.

## THE AMERICAN AND ORIENTAL LINE.

## For BOSTON AND NEW YORK.

## (With Liberty to Call at the Malabar Coast)

## THE Steamship

## "ROSERIC."

## Will be despatched for the above Ports

## FRIDAY, the 15th September.

## For Freight and Passage, apply to

## ARNHOLD, KARBURG &amp; Co., General Agents.

## Hongkong, 22nd August, 1911.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

## PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

## "DELTA."

## Captain E. P. Martin, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 16th Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOUNTAIN," 10,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

## Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &amp;c., will be conveyed via Bombay by the s.s. "Egyr," due in London on the 28th Oct., 1911.

## Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

## For further particulars, apply to

## E. A. HEWETT, Superintendent.

## Hongkong, 4th September, 1911.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

## Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

## From Hongkong.

## "EMPRESS OF JAPAN" SAT., 23rd Sept.

## "MONTAGLE" SATURDAY, 24th Sept.

## From Quebec.

## "EMPRESS OF IRELAND" FRI., 20th Oct.

## From St. John.

## "EMPRESS OF INDIA" SAT., 4th Nov.

## "EMPRESS OF BRITAIN" FRI., 1st Dec.

## "EMPRESS OF JAPAN" SAT., 2nd Dec.

## Steamships leave HONGKONG at 6 p.m.

## THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at

## SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

## All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

## Marconi Wireless-Apparatus, 1st Class, via Canadian Atlantic Ports or New York £71.10







**"BRUNSVIGA"**  
THE  
**CALCULATING MACHINE**  
Does all Calculating for you.  
**GRIMME, NATALIS & Co.,**  
BRAUNSCHWEIG.  
Will be sent to your Office for inspection if you will kindly apply to  
Sole Representatives for Hongkong and China:  
**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 8th September, 1911.

**Kios Cigarettes**  
First class  
in quality and packing  
E. ROBERT BÜHME  
DRESDEN.  
Türk. Tabak- & Cigaretten-Fabrik "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 8th September, 1911

**HOEHL** Extra Dry.  
Gout Americain.

Obtainable in Small Cases of  
12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 8th September, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Assaye*, with the English Mail, left Singapore on Friday, the 8th inst., at 6.00 p.m., and may be expected here on Wednesday, the 13th inst., at about 2.00 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 10th August, and for despatch overlaid on the 17th August.

The *Sylva*, with the French Mail, is expected to arrive here to-day.

FOR	PER	DATE
Pakhoi and Haiphong	Hanoi	Monday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Monday, 11th, Noon
Singapore, Penang and Bombay	Copri	Monday, 11th, 11.00 A.M.
Macao	Sui Tai	Monday, 11th, 1.15 P.M.
SWANSEA, NAGASAKI, KOBE AND YOKOHAMA	Sydney	Monday, 11th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE	Singap.	Monday, 11th, 5.00 P.M.
Haikow and Haiphong	Johanne	Tuesday, 12th, 8.00 A.M.
Haikow and Pakhoi	Kowloon	Tuesday, 12th, 10.00 A.M.
Ningpo and Shanghai	Tientsin	Tuesday, 12th, 10.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya		Tuesday, 12th, 10.00 A.M.
EUROPE, &c. INDIA VIA TUTICORIN, Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.		
Swatow	Haiyang	Tuesday, 12th, Noon
Macao	Sui Tai	Tuesday, 12th, 1.15 P.M.
Manila, Cebu and Iloilo	Katong	Tuesday, 12th, 3.00 P.M.
KERLING, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, KATONG, SHIMIZU, YOKOHAMA, VICTORIA and SPITHEAD	Inaba Maru	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Colombo	Tango Maru	Tuesday, 12th, 5.00 P.M.
Singapore, Samarang and Sourabaya	Yatsushiro	Wednesday, 13th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 13th, 1.15 P.M.
Chetoo and Newchwang	Nanchang	Wednesday, 13th, 3.00 P.M.
Fort Rayard and Haiphong	Sikong	Wednesday, 13th, 8.00 A.M.
Moji, Manzanillo and Guaymas (Mexico)	Largo Law	Wednesday, 13th, 4.00 P.M.
SHANGHAI	Assaye	Wednesday, 13th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Sui Tai	Thursday, 14th, 1.15 P.M.
Macao	Chinhua	Thursday, 14th, 3.00 P.M.
Shanghai		Friday, 15th, 10.00 A.M.
KERLING, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, KATONG, SHIMIZU, YOKOHAMA, VICTORIA and SPITHEAD		
SIBERIAN MAIL TO EUROPE		

FOR	PER	DATE
Shanghai, Kobe and Moji	Gregory Appear	Friday, 15th, 11.00 A.M.
Shanghai	Choyang	Friday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 15th, Noon
Macao	Sui Tai	Friday, 15th, 1.15 P.M.
Singapore, Penang and Calcutta	Japan	Friday, 15th, 2.00 P.M.
KERLING, SHANGHAI, MOJI, KOBE and YOKOHAMA	Mexico Maru	Saturday, 16th, 10.00 A.M.
EUROPE, &c. INDIA VIA TUTICORIN, Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.		
(Supplementary mail on board up to the time fixed for departure of the mail time fixed for departure of the mail time fixed for departure of the mail)		
Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.		
The Parcel Mail will be closed on Friday inst., 15th at 5 P.M.		
Manila	Yuenar	Saturday, 16th, 1.00 P.M.
Macao	Sui Tai	Saturday, 16th, 1.15 P.M.
Shanghai	Anhui	Saturday, 16th, 3.00 P.M.
SIBERIAN MAIL TO EUROPE		
Kobe	Tyitaroom	Saturday, 16th, 4.00 P.M.
Batavia, Cherbon, Samarang, Sourabaya and Macao	Tyitaroom	Saturday, 16th, 11.00 A.M.
Tinian, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Eastern	Tuesday, 19th, 11.00 A.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 19th, 3.00 P.M.
Weihsaiwei, Chetoo and Tientsin	Hutchow	Tuesday, 19th, 3.00 P.M.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

September 9th.

ON LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days sight	1/9 1/2
Bank Bills, at 4 months sight	1/9 1/2
Credite, at 4 months sight	1/10
Documentary Bills 4 months sight	1/10 1/2
ON PARIS—	
Bank Bills, on demand	225 1/2
Credite, at 4 months sight	230 1/2
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credite, at 60 days sight	44 1/2
ON BOMBAY—	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days sight	76
ON YOKOHAMA—	
On demand	89
ON MANILA—	
On demand—Pesos	83
ON SINGAPORE—	
On demand	76 1/2
ON BATAVIA—	
On demand	108
ON HAIPHONG—	
On demand	12 1/2 p.m.
ON SAIGON—	
On demand	83 1/2
ON BANGKOK—	
On demand	\$11.10
SOVEREIGNS, Bank's Buying Rate	\$57.70
GOLD LEAF, 100 fine, per tael	\$57.70
BAS SILVER, per oz.	\$24.4

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.28 discount.
Chinese	10 "	\$5.00 "
Hongkong	20 "	\$5.00 "
Hongkong	10 "	\$5.94 "

## SHARE LIST.—QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sales
China Borneo Company, Limited	60,000	\$12	all	\$10 1/2
China Light and Power Company, Limited	50,000	\$5	all	\$1.50
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
<b>COTTON MILLS.</b>				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	all	\$54
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 45.
Loon-Kang-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 60.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	Tls. 7 1/2	all	\$23, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86, x div.
Green Island Cement Co., Limited	400,000	Tls. 100	all	\$3.85, buyers
Hongkong & China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$213, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, buyers
Mailla Metropole Hotel Limited	8,000	\$10	all	\$72, buyers
Hongkong Ice Company, Limited	15,000	\$10	all	\$11
Hongkong Road Manufacturing Co., Limited	50,000	\$25	all	\$165
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$204, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$123 1/2, buyers
China Trade Insurance Co., Limited	24,000	\$83.33	all	\$105.
Hongkong Fire Insurance Co., Limited	6,000	\$250	all	\$560, buyers
North China Insurance Co., Limited	10,000	\$15	all	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$820, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$227 1/2, Ex 75
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys Estate and Finance Co., Ltd.	15,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$23
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 93 1/2
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
<b>MINING.</b>				
Societe Francaise des Charbon de Tonkin	16,000	Fos. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.65
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sellers
Philippine Co., Limited	50,000	\$10	all	\$100, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luxon Sugar Refining Co., Limited	20,000	\$100	all	\$146, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manilla Steamship Co., Ltd.	7,000	\$100	all	\$36
Douglas Steamship Co., Limited	30,000	\$25	all	\$103, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	20,000	\$50	all	\$21, sellers
Indo-China Steam Navigation Co., Ltd.	80,000	\$15	all	\$64, (Lidon)
Shell Transport & Trading Co., Limited	60,000 pref.	\$5	all	sel. \$5 17.6
Star Ferry Company, Limited	60,000 def.	\$1	all	76.9, sellers
South China Morning Post, Limited	2,500,000	\$10	all	\$126 1/2
Steam Laundry Company, Limited	10,000	\$10	all	\$16 1/2
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	10,000	\$5	all	\$6, sal. & bu.
Wm. Powell, Limited	10,000	\$10	all	\$10, buyers
Watkins, Limited	10,000	\$10	all	\$4, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$57, buyers
Wessmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300.
Union Waterboat Co., Limited	100 shares	\$10	all	\$7

## WILLIAM C. JACK &amp; CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS

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MARINE BEARING METALS, &amp;c., &amp;c.

Hall's Washable Distemper, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon Pine Lumber, "OSRAM" Electric Lamps, &amp;c., &amp;c.

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**Bouton Rouge and Felucca**  
A LUXURY TO THE MAN OF TASTE  
IN 50's & 100's  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.

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CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above Company is its  
**Milkmaid BRAND Milk**  
STERILIZED NATURAL MILK.  
A trial of which will satisfy you of its EXCELLENCE.  
Price:  
20 Cents Per Tin.  
\$2.30 ..... Per Doz. Tins.  
\$23.00 ..... Per Case of 4 Doz. Tins.  
ON SALE AT—  
LANE, CRAWFORD & Co.  
Kwan Tye, Queen's Road Central.  
CHEONG TIE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road.

## CLARETS, SHERRIES, PORTS, HOCKS and MOSELLES.

Our Clarets, Sherries, Ports, Hocks and Moselles are imported direct from the most well-known Wine Growers, for whom we are Sole Agents.

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Our Qualities are Right.

Our Prices are Right.

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WINE MERCHANTS.

12, QUEEN'S ROAD, CENTRAL.

## FORTHCOMING EVENTS.

Wednesday, 13th Sept.—Aquatic Fete at the Victoria Recreation Club, 9 P.M.  
Thursday, 14th Sept.—Twentieth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.  
Monday, 18th Sept.—Auction of Crown Land at Kennedy B.d. by Public Works Dept. 3 P.M.  
Saturday, 23rd Sept.—Ordinary General Meeting of Douglas, Laing & Co., Ltd., Noon.

## CHILDREN OF FAR CATHAY

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By CHAS. J. HALCOMBE  
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